

Transportation

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TRANSPORTATION



GOAL

Provide an integrated, efficient, safe, and reliable transportation network that facilitates the movement of goods and people in and through Skagway

Status

Skagway continues to be an important transportation center in northern Southeast Alaska. Major elements that make up the transportation system in Skagway include the:

- The Port of Skagway, including cruise ship docks, ore terminal, small boat harbor, and ferry terminal
- The Skagway Airport
- Public transportation
- The White Pass & Yukon Route railroad
- Motorized and non-motorized transportation

The Port of Skagway

Strategically located 90 miles northwest of Juneau (Alaska’s capital city) at the northern terminus of the Lynn Canal and at the start of the Klondike Highway, this inter-modal transshipment port offers year-round ice-free moorage and connections between Alaska, the Yukon Territory, Northwest Territories, Asia, and Europe. Lying 110 road miles south of Whitehorse, and 14 miles south of the Canadian border, the Port of Skagway provides a two-day shipping advantage between the Yukon’s mineral reserves and mines and Pacific Rim and south Asian markets. The Port also sees transshipment of northbound chilled fish, seafood, and other value-added products to Europe via Whitehorse International Airport, and via the road system to US and Canadian population centers.

Skagway’s port and waterfront are home to:

- Three major docks: the White Pass and Yukon Route (WPYR) Railroad Dock, and the Ore dock and Broadway dock, both owned by the Municipality and under lease to WPYR
- The Skagway Ore Terminal, owned by the Alaska Industrial Development and Export Authority, and rebuilt and refurbished to accommodate copper concentrate that was shipped through Skagway

between 2007 and early 2019 (scheduled to restart fall 2019). There is also 120,000 sq. ft. open storage adjacent to the Ore Dock that is suitable for large bulk cargo.

- The Petro Marine Fuel bulk fuel terminal
- Temsco Helicopters
- The state of Alaska’s Skagway Airport
- The Alaska Marine Highway ferry terminal
- The Alaska Marine Lines barge landing
- The small boat harbor
- Pukllen Creek and Pond
- Pullen Creek RV Park

The port is the most highly used area of town in the summer. Both the transportation and tourism industries use the docking, staging and storage facilities. Hundreds of cruise ships use the docks each summer, with two to five ships commonly in port. State of Alaska ferries bring independent visitors from neighboring towns and faraway places, residents traveling home, and vehicles headed north up the Klondike Highway to interior Alaska and northwest Canada. To satisfy these multiple needs with limited waterfront land, the western half of the Port is oriented to industrial and transshipment uses and the eastern half for general cargo, visitor, and small boat harbor-related uses. However, general cargo and ferry uses are in the middle of it all. Buffering between these uses is important as is well-marked and attractive pedestrian paths so that these uses can coexist.

Railroad Dock

Owned and operated by WPYR, the Railroad dock is 1,825 ft. long with two additional breasting dolphins and is up to 100 feet wide with a total berthing length of 2000 ft. It holds two large cruise ships and has traditionally been used for containerized and general bulk freight. There is an 800-foot railroad spur onto the dock as well as 80,000 sq. ft. of uncovered storage space.

Broadway Dock

Leased by WPYR, the Broadway dock is primarily used for cruise vessels. It is comprised of a single berth with a dock length of 650 ft. and is capable of accommodating vessels up to 970 ft. This dock has been used in the past to transship timber.

Ore Dock

Leased by the White Pass and Yukon Route Railroad this dock has traditionally used to ship base ore concentrates, berth bulk fuel barges, and other industrial matter. Currently it still serves ore ships and bulk fuel barges, but its primary tenant is larger cruise ships during the summer months. The dock itself is 1600 ft. and 1800 ft. long with dolphins. The dock has a 64,000-pound gross vehicle weight (GVW) vehicle ramp, 1,000 ton per-hour loading spout, and dockside fuel headers.

Barge Dock & Storage

Leased by Alaska Marine Lines, barge service is provided on a weekly basis from Seattle. The dock has 100-ton GVW pass-pass capabilities with two large forklifts of 30- and 45-ton lifting capacity. Storage is available at the dock: uncovered up to 100,000 sq. and a small covered storage building of 2,000 sq. ft.

Skagway Ore Terminal

Leased by the Alaska Industrial Development and Export Authority and Operated by Mineral Services Inc., the terminal accommodates the transshipment of copper concentrate. Currently, there is 120,000 sq. ft. of open storage adjacent to the Ore Dock and is well-suited for large bulk cargos such as minerals, bulk dry goods, pipeline stock, heavy equipment, timber, and coal.

Ferry/City Dock & Staging Area

Shared by the State of Alaska and Municipality of Skagway, this dock accommodates ferries, small cruise ships, and other commercial vessels. The City side has a 2-ton harbor crane for

loading and unloading freight and supplies. The dock and transfer bridge have 80-ton gross deck load capacity with a limited roll-on/roll-off barge capability. The staging area is adjacent to the dock and has 120,000 sq. ft. of fenced uncovered storage. This area is suitable for containers, lumber, scrap metal, general cargo, pipeline stock, and winter boat and vehicle storage. As of October 2019, the Municipality was pursuing a grant from the State of Alaska to replace the ferry float.

Tidelands Lease and Fee

The 55-year lease of the Ore and Broadway docks by WPYR, signed in 1968, ends in 2023.

In 2015, Skagway residents rejected a specific lease extension with WPYR, and the Municipality is exploring options for moving forward. In September 2019, the Skagway Assembly passed a resolution expressing its intent to submit a request for proposals (RFP) for the development, use, and preservation of the Port of Skagway Port of Skagway and Municipal Tidelands, and for transition from the current lease.

Under the current lease, WPYR pays the Municipality an annual lease fee of \$127,000. The lease allows for rental adjustments every five years based on the property's fair market value, but the appraisal of the property at \$2.2 million has not changed in a decade. In June 2019, the Skagway Assembly voted to ask its appraiser, Horan & Co., to update its appraisal of the property around the ore dock based on current use of the land. In a 2018 valuation for the Municipality, the nationwide firm Integra set the value of the leased tidelands at \$14.7 million; at that appraised value, the annual lease fee would be \$882,000.

Small Boat Harbor

The Skagway Small Boat Harbor is a full-service marina with moorage for pleasure and commercial vessels up to 150 ft.

Transient moorage is on a space available, first come, first served basis. There is a waiting list for annual moorage.

Harbor amenities include seasonal potable water on all docks and seasonal restrooms and showers. There is a pump-out facility for holding tanks, and there are garbage receptacles at each ramp. Twenty-amp power is available at all docks.

A harbor crane with a two-ton capacity is available on the ferry float. Haul-outs for shallow draft vessels up to 20 tons and 40 ft. are possible with a hydraulic trailer, and there is a tidal grid for larger vessels. A pressure washer is available to rent. Upland storage is available adjacent to the harbor, with power and water in some areas.

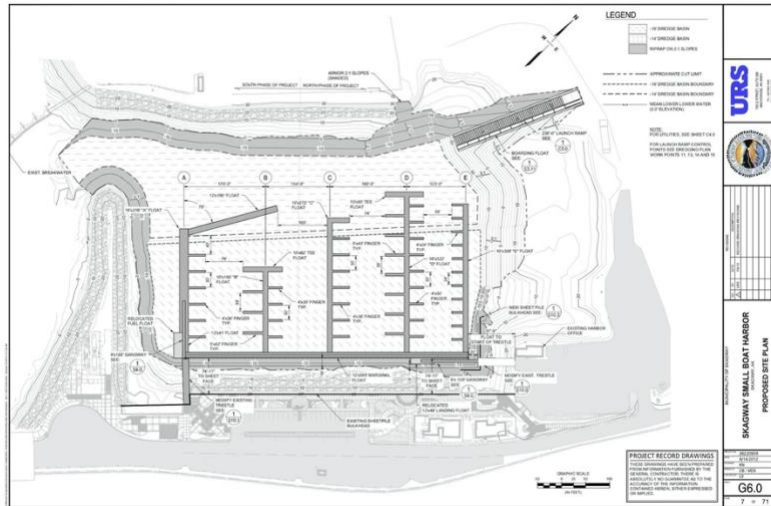
Rates for the services offered at the small boat harbor are listed below in Figure T-1. A Senior Citizen Discount of 15% applies to annual moorage fees paid by residents of Skagway who are age 65 or older (for personal pleasure craft). The small boat harbor operates as an enterprise fund. Total budgeted revenue in FY20 was about \$346,000 (including moorage, commercial use fees, storage, and wharf fees) and the budgeted expenses (excluding depreciation) were about \$362,000.

Figure T-1 Small Boat Harbor Rates	
Commercial Use of Harbor	
All commercial vessels, including but not limited to fishing charters and kayaks, shall pay \$1.92 per revenue passenger as a tariff for loading and unloading passengers at the Skagway Small Boat Harbor. If the vessel only loads passengers at the Harbor, or only unloads passengers at the Harbor, the fee shall be \$0.96 per passenger.	
Barge Fees for Ferry Float	\$0.50 per foot per day or \$5.00 per foot per month (barge and tug length) for all barges loading or unloading

	at the Ferry Float unless otherwise covered in a Municipal staging area or tidelands lease
Commercial Launch Ramp	\$20.00 daily \$300.00 annual
Cruise Vessel Docking Fee at Ferry Float	\$200.00
Non-commercial Use of Harbor	
Annual Moorage	\$14.30/ft.; includes boat launch ramp fee
Transient Moorage	\$0.52 per ft. per day and \$5.20 per ft. per month
Long-term Storage	\$0.20/sq. ft. per month; 250 square foot minimum
Kayak Storage	\$7.00 per month per vessel
Live a Board	Single Family Residential Utility Rate
Pressure Washer	\$25.00/hr. - one hour minimum
Grid Fee	\$15.00 per tide
Haul-out Fee Clemar/Sealift	\$200.00/rt. - from water to stands and back \$150.00/rt. - stay on trailer 3 hour maximum \$120.00/hr. - 1 hour minimum yard move
Haul-out Fee w/Flatbed Truck	\$60.00/hr. - 1 hour minimum
Boat Launch Ramp Fee	\$10.00 per launch-includes all boats, kayaks, canoes, etc.; or \$50.00 per year per boat
Waiting List Fee:	\$50.00 initial fee to get on list \$10.00 annual fee
Harbor Crane Use Fee	\$20.00 per hour with a ½ hour minimum; or \$50.00 annual fee

Boat Maintenance Building	Bay Rental 4/1 - 9/30: \$30.00 per day Bay Rental 10/1 - 3/31: \$45.00 per day Cleaning Deposit: \$500.00 per rental period
Transient Electrical Rates	\$10.00 per day for 30 amp; and \$20.00 per day for 50 amp.

The following image shows the current layout of the small boat harbor.



Phase I of plans to expand and improve the small boat harbor has been completed and included:

- demolition of existing moorage facility and seaplane float
- partial dredging of the harbor basin
- replacement of moorage floats a, b, c, d, and e
- new gangways
- utilized existing electrical components, new all- season water risers, new lighting
- single lane boat launch ramp with timber boarding float

The Phase II project goals include:

- complete dredging for additional moorage floats
- construct sheet pile wall on the west side of harbor to increase the size of moorage basin
- integration of a sea walk leading to the wave barrier
- consider north wall or armored slope
- install float extensions, and new float with 24' and 30' fingers to increase moorage capacity
- construct fuel & work float on west side of harbor
- provide a drive down facility with turnaround float & loading crane
- construct second boat launch lane

PND Engineers estimated that Phase II would cost \$18.21 million to implement. The following image shows the proposed layout of the small boat harbor per Phase II expansion and improvement plans.



Additionally, the restrooms at the small boat harbor are frequently used by cruise ship visitors and are inadequate for this purpose, with lines becoming long. The Municipality should consider building new public restrooms here.

Skagway’s small boat harbor had 105 tenants in 2014 and 104 in 2018. The majority of tenants are from Skagway or Whitehorse, with slightly more tenants from Whitehorse in 2018 (47) than Skagway (44). Boat owners tend to prefer winter storage in Skagway over other Southeast locations because Skagway’s winter climate has less rain and snow and is more temperate than either Haines or Juneau. Sixteen boats were on the waiting list in 2018. Boat owners pay \$50 to join the waiting list and \$10 annually. Phase II expansion would increase the number of available slips in the small boat harbor to 136 from 104, an approximately 21% increase. Figure T-2 displays the current number of slips available, waitlist per slip length in 2014 and 2018, and how many slips will be available per length after Phase II harbor expansion.

Figure T-2 Skagway Small Boat Harbor Wait List and Expansion Project				
Small Boat Harbor		2014	2018	After Harbor Expansion
Slip Length	# Slips	# Wait Listed	# Wait Listed	Slip Total
24'	21	4	2	32
30'	28	18	7	47
36'	29	8	5	31
40'	17	2	1	17
42'	9	1	1	9
42'+	linear	0	0	included in linear
Charter	14 included in 36'		0	0
Total	104	33	16	136
Transient/Parallel Moorage (lineal feet) 2012' currently				2254

Airport

The Skagway Airport is a public-use airport owned by the State of Alaska and managed by the Department of Transportation Southcoast Region. The airport has one runway directionally designated 2/20 for the base and reciprocal ends respectively. The runway has an asphalt surface that measures 3,550 by 75 feet. As of October 2019, according to the Federal Aviation Administration, the surface of the runway was in good condition and the markings on the runway were in fair condition. The airport does not have a tower, but there is a small passenger building at the southern end.

Alaska Seaplanes provides service up to 7 times daily in summer and 3 times daily in winter. Charter service, weather permitting is also available. According to the US Department of Transportation Bureau of Transportation Statistics, about 6,900 scheduled enplaned revenue passengers arrived in Skagway in 2018, an approximately four percent increase over 2017. In 2018, about 6,300 passengers departed Skagway—an approximately three increase over 2017—on about 1,700 scheduled flights. Juneau is the top destination for departures from Skagway, followed by Haines. Over 1 million pounds of freight/mail were shipped via the Skagway Airport in 2018, a seven percent increase over 2017.

Figure T-3 Skagway Airport			
Passengers	2017	2018	% Change
Arrival	6,624	6,896	4.11%
Departure	6,164	6,345	2.94%
Scheduled Flights			
Departures	1,670	1,690	1.20%
Freight/Mail (lb.) (Scheduled and Non-Scheduled)			
Total	960k	1,027k	7.04%

Public Transportation

Public transit is a basic service offered by municipalities to serve residents and visitors. In the early 2000s, the Municipality of Skagway initiated a public transit service by putting out a request for proposals to provide publicly funded transit service. This was in response to demands by visitors for transportation not linked to more expensive tours, by visitors when tours are not available, and from residents who don't have cars or want to reduce their emissions. The Skagway Municipal and Regional Transit (SMART) bus currently runs from the docks to town and to some commercial destinations across the Skagway River Bridge at 23rd Avenue. Fees are \$2 per person each way or \$5 for an all-day pass. The buses are equipped with wheelchair lifts. The SMART bus operates from May 1 to October 1 with daily service 7 a.m. to 9 p.m. There are two routes:

- 7 a.m. to 9 p.m.—Buses run in a loop every 20 minutes between all cruise ship docks and town, with stops at 3rd, 5th & 7th Avenues.
- 10 a.m. to 5 p.m.—Buses run in a loop every 30 minutes between 3rd Avenue and the north end of town, with stops at 3rd, 5th, & 7th Avenues, the Gold Rush Cemetery road, Alaska 360, Jewell Gardens, and 21st Avenue.

With timing that doesn't include regular morning commuting times and with stops limited in the townsite, there is concern that the longer, through-town route does not adequately serve residents wishing to use public transportation to commute to work.

White Pass Yukon Route

The White Pass & Yukon Route (WPYR) is a narrow-gauge railway running from Skagway to Whitehorse over a distance of approximately 112 miles. The WPYR climbs from sea level in Skagway to almost 3,000 feet at the summit of White Pass in just 20 miles and features steep grades of almost 4%. The tight

curves of the pass called for a narrow-gauge railroad; rails are three feet apart on a 10-foot-wide roadbed.

Originally conceived of as an alternative to the Chilkoot and White Pass Trails for stampeders accessing the Klondike gold fields, WPYR was completed in 1900. After the goldrush, the WPYR carried significant amounts of ore and concentrates to Skagway to be loaded onto ore ships. When world metal prices plummeted in the early 1980s, many mines closed, and the WPYR suspended operations.

Then, in 1988, the WPYR reinvented itself as a tourist attraction. The line reopened in 1988 as an excursion railroad between Skagway and White Pass Summit. The active line was later extended to Bennett in the 1990s and to Carcross in 2007. This is a highly popular and profitable day tour for cruise ship visitors that independent travelers also enjoy.

Motorized and Non-motorized Transportation

As part of the comprehensive planning process, specific ideas for transportation improvement were generated via the planning team's observations and analysis and were also solicited from members of the public through various activities (e.g. weighing of infrastructure improvements at the Health Fair; survey of Municipal staff; transportation improvement mapping activity). Broad categories that capture most of the ideas are:

- Provision of adequate and safe parking through the addition of parking in specific areas and the restriction of parking in specific areas
- Improvement of the flow of vehicular traffic, especially tour traffic in specific areas
- Improvement of pedestrian access and safety through the addition of sidewalks, the widening of existing sidewalks, the addition of crosswalks, the addition of multi-use lanes and trails, the restriction of tour traffic

in residential areas, and improved wayfinding for visitors

Greater analysis of these categories is provided below and more specificity for ideas is included in the Transportation Objectives and Actions table at the end of this chapter. Additionally, the Skagway Traditional Council (STC) conducted a transportation safety survey in 2018 through which 120 total responses were received, which represents a statistically representative response rate given Skagway's population. With permission from STC, pertinent results of this survey are referenced in the sections below.

Motorized Transportation

Roads

State roads in Skagway include State Street in the townsite, the Dyea Road, the Klondike Highway, and the Liarsville (Sanitarium) Road. Municipal roads include all roads in the townsite except State Street.

State Street will be repaved, with utilities upgraded as needed, beginning in late 2019. Skagway voters approved a bond to also improve Main Street however, in order not to have State and Main Streets from being under construction at the same time, the Municipality hasn't moved forward with buying the bond.

Safety improvements along Dyea Road are of concern. The road needs a wider shoulder, a multi-use lane, and better winter maintenance.

Bridges

State bridges in Skagway include the Taiya River Bridge, the Skagway River Bridge at 23rd Avenue, and the cantilevered Captain William Moore Bridge at 14 mile. Municipal bridges include the North Nelson Slough Bridge and West Creek Bridge, both in the Dyea area, and two footbridges across the Skagway

River: one south of the airport that leads to Yakutania Point and the Pat Moore Memorial Footbridge adjacent to the Skagway River Bridge at 23rd Avenue that enables pedestrian access from the townsite to Seven Acre Park.

Per Statewide Design & Engineering Services of the State of Alaska's Department of Transportation and Public Facilities, for the Skagway River Bridge (#0308), no projects are scheduled at this time. The inventory load rating is HS-18.0 and the bridge is posted with a speed restriction of 5 MPH for vehicles over 100,000 lbs, but no load posting is required. Overall the bridge is in satisfactory condition.

For Captain William Moore Bridge (#1304), in 2018–2019, a bridge replacement was performed. The original 110-foot-long suspension bridge was built in 1976 at Milepost 9.5 of the Klondike Highway. It was determined the bridge was too narrow for current highway standards, and the larger trucks coming in and out of Skagway necessitated a replacement. Rather than use the same suspension style, the new bridge is a roller-compacted concrete bridge, which will handle the seismic activity of the gorge better. The new bridge is 150 feet west of the old Moore Bridge, and slightly changes the path on the Klondike Highway. Additionally, the lifespan of the new concrete bridge is rated longer than that of the original. The roller-compacted concrete embankment style does not lend itself to traditional load rating methods, but the design did incorporate the current American Association of State Highway and Transportation Officials (AASHTO) design vehicle in its analysis. As a result, the new structure is unlikely to be live load controlled and, as such, posting will not be required. Trucks will no longer be limited to crossing one at a time as they were on the old bridge. Though the old bridge will no longer be open to vehicles, it will still be open for pedestrians and used as a viewpoint for visitors.

The Taiya River Bridge (#0309) on Dyea Road was originally rated to carry 10 tons/axel, but this rating was decreased to 5 tons over ten years ago. This bridge provides access to the Dyea Flats, the trailhead for the Chilkoot Trail, several commercial businesses and at least 16 residences. In 2011–2012, a bridge rehabilitation was performed on Taiya River Bridge which replaced the timber deck, steel floor beams, steel stringers and other items. As a result of this project, the inventory load rating was increased to HS-19.3 and load posting was no longer required. Overall, the bridge is in fair condition as the rehabilitation project did not address the truss, the abutments, or paint the overall bridge.

The previous derating of the Taiya River Bridge highlights the need to regularly assess the condition of area bridges so that emergencies can be prevented, and funding programmed in a systematic way to ensure repairs and maintenance are accomplished.

Parking

A majority of respondents to STC’s transportation safety survey strongly agreed or agreed (36% and 30% respectively) that there is not enough parking available during the summer months and identify Broadway, State Street, 4th Avenue, 2nd Avenue, 3rd Avenue, 5th Avenue, 6th Avenue, and 7th Avenue as streets of particular concern.

The Municipality leases the land for two, daytime-only surface parking land. One is located at Spring Street and 2nd Avenue, and the other is located at State Street and 1st Avenue, adjacent to the Public Utilities Building (Old Police Station).

Parking on Broadway in the historic district is restricted to twenty minutes. In 2019, the Municipality worked with the State of Alaska to implement two-hour parking on State Street and also implemented two-hour parking on the east-west avenues between State Street and Broadway in the historic

district. There is some concern that these rules will push drivers and visitors wishing to park all day to park in nearby residential areas. With these changes to parking downtown, it may be advantageous to hire a transportation professional to conduct a parking analysis.

Parking north of the alley on the Spring Street curve between 4th & 5th should be restricted given that the road is narrow, and it is difficult to see the parked cars when you are heading south. Respondents to STC’s transportation safety survey also overwhelmingly identified State Street as being the most difficult street on which to see traffic when pulling out from cross streets, so height restrictions should be considered.

Tour Traffic

As more tours travel through the side streets to show people what the neighborhoods look like, this negatively impacts the quality of life for residents and increases safety hazards for pedestrians. There are currently no areas where tour traffic is restricted. Routes to minimize bus and tour traffic in residential areas should be established and enforced.

There are main two ideas to address tour traffic in residential areas:

- Prohibit all tour traffic on Alaska Street and Main Street and avenues in between State Street and Alaska Street, while allowing tour traffic on State Street and Broadway
- Allow tour traffic on Alaska Street, Main Street, State Street, and Broadway with 1st, 4th, 5th & 12th Avenues as cross streets and prohibit tour traffic on 3rd Avenue and 6th through 22nd Avenue between Main Street and Alaska Street. Certain companies could have their locations grandfathered in, such as Klondike Tours on 12th Avenue, Chilkoot Charters on 4th Avenue, and Sockeye Cycle on 5th Avenue.

Another area in which to consider prohibiting all tour activity is the Seven Pastures recreation area.

There are ways to improve the flow of tour traffic in areas where tour traffic is unrestricted. Tour vehicles are frequently empty when returning to cruise ship docks. When traveling to the Railroad Dock, these vehicles should be required—either through law or tourism management best practice—to restrict their routes across Broadway to 2nd Avenue or 5th Avenue. Additionally, tour vehicles frequently travel very slowly to allow their riders to view the surroundings; this behavior cause slowdowns for following vehicles. Tour vehicles wishing to travel slower than 15 mph should be required to pull over and stop.

Funding

The Municipality should track needed roadway and bridge improvements per priority, cost, and potential funding and incorporate into the MOS Capital Improvements Plan and submit for inclusion to the Statewide Transportation Improvement Plan. Skagway submitted no applications for state funding for 2020-2023 under the Community Transportation Program.

Non-Motorized Transportation

Skagway's non-motorized transportation system includes:

- Sidewalks in the following locations:
 - along most of the main south-to-north streets, including both sides of Broadway and State Street and one side of Main Street and Alaska Street (Spring Street lacks sidewalks for much of its length)
 - along at least one side of most of the numbered cross avenues

- An ADA-accessible interpretative Stream Walk that follows the Pullen Creek (soon to extend to the City Museum)
- Multi-use paths including:
 - those that lead to and through the Welcome Garden and Shoreline Park from the Railroad and Ore docks
 - the unofficial path along the dike and airport boundary from the Pat Moore Memorial Footbridge to 12th Avenue
- A footbridge to Yakutania Point and Smuggler's Cove and the Pat Moore Memorial Footbridge to access Seven Pastures Park
- Hiking and mountain biking paths (described and discussed in detail in the Recreation chapter)

Twenty-two percent of respondents to STC's transportation safety survey said that they strongly agreed that they were concerned about pedestrian safety while 43% said they agreed.

Waterfront-Downtown Pedestrian Access and Safety

A community priority to assist with movement of both residents and visitors is improving pedestrian access, maintaining walking routes, and enhancing interpretative and directional signage from the waterfront to and through downtown. This is critical to manage congestion, support local businesses, and ensure safety as the industrial ore terminal and cargo transfer area is immediately adjacent to the cruise ship terminals and the many vehicles coming and going to provide shoreside excursions.

Broadway

On Broadway, safety of visitors is of concern, with many visitors wandering into streets, possibly because of overcrowding, too narrow of boardwalks, and the lack of defined crossings. Over half of respondents to STC's transportation safety survey either strongly agreed or agreed

that pedestrian jaywalking is a problem in Skagway, with Broadway identified as the street where the most respondents were concerned about jaywalking.

To address the above concerns, it is recommended that the Municipality widen the boardwalks in the historic district along Broadway to accommodate visitor traffic and to keep more visitors from walking in the street. Historically fitting crossing alternatives for intersections on Broadway (e.g. cobblestone crossings with raised wooden islands with wooden bollards) exist, and the Municipality should explore the installation of these.

The intersection of Broadway and 2nd Avenue is one of the intersections vehicles and pedestrians use most. Traffic flow and pedestrian safety here would be served by adding defined crosswalks or a crossing guard and possibly a roundabout.

One more dramatic change to traffic flow on Broadway to address both vehicular and pedestrian safety is to make Broadway from south to north seasonally during the cruise ship season. The Municipality could consider experimenting with this approach one season to test its effectiveness.

In the historic district the wooden sidewalks are aggressively repaired, cleaned, and maintained. Funding to support this program must be ongoing and sufficient.

Waterfront

The ease and level of safety which visitors experience when visiting the historic district from the cruise ship docks is vital for creating a welcoming environment. To accommodate visitor foot traffic, it is recommended that the sidewalk from the Broadway Dock to 1st Avenue and Broadway be widened. Wayfinding should also be improved, including the implementation of the following infrastructure improvements:

- Integrate wayfinding marks into sidewalks, coordinating with the “Welcome to Skagway” wayfinding maps.
- Develop better wayfinding signage and guideposts (including maps) around/to/at docks and through town that also communicates Skagway’s history.
- Consider adding sign for what ship is docked at each dock (which would require changing each morning or historically appropriate electronic displays (e.g. split-flap display/Solari boards)).
- Add sign at end of Ore Dock (heading into town) to direct pedestrians to walkway.
- Create Ferry Terminal signage for arriving in Skagway (e.g. “Welcome to Skagway”) and for departing the historic district (e.g. “Ferry Terminal Ahead” or “Dead End” or “Cruise ships not accessible”)



Additional sidewalks are required to ensure safe pedestrian access to the airport from State Street, including south of 1st Avenue along the north side of State Street and along State Street near the Ore Terminal as State Street curves towards Main Street. Resident and visitor access to waterfront could also be improved by constructing a sidewalk along State Street between the airport and Temsco; this idea might require warnings covers to protect pedestrians from arctic terns, and vice versa.

Pullen Creek Stream Walk

The 2020 Comprehensive Plan encouraged the creation of an interpretive walking trail along the Pullen Creek corridor that would tie together points of interest. A conceptual master plan for this stream walk was released in October 2012 and, in

September 2013, the Municipality received \$1.7 million in grants from the Federal Highway Administration (matched by \$171,000 from the National Park Service). By 2016, Phase I was completed. Phase I stretches from the Broadway Dock and ends at Congress Way and includes a gravel trail, stream overlooks, replacement of a footbridge, a series of interpretive signs, and a dock on Pullen Pond.

In November 2018, the Assembly voted to proceed with Phase II and obligate the remaining grant funds (a bit less than \$889,000) for design and construction. Conceptually, Phase II would construct the stream walk from the Lower Lake trail bridge, to the Pullen House property, and on to City Hall. The final route has not yet been determined and the Municipality is proceeding with design and construction via a contractor to ensure the project is completed with the available monies by the grant deadline of December 31, 2020.

Spring Street

Spring Street lacks sidewalks for much of its length and visitors frequently walk in the street (particularly from 7th Avenue to 10th Avenue). To increase pedestrian safety, The Municipality should consider adding sidewalks on Spring Street from 7th Avenue to 10th Avenue and on the east side of Spring Street from 3rd Avenue to 5th Avenue. Additionally, many visitors cross 2nd Avenue where the sidewalk terminates at Spring Street. The Municipality should consider adding a crosswalk at this intersection.

Residential Area Pedestrian Access and Safety

Away from downtown in the residential areas of the townsite, there are several areas where walking and bicycle route improvements are needed to address pedestrian access and safety. These areas include the State Street, Main Street (with a special focus near Little Dippers Daycare), and Alaska Street (with a special focus around the Skagway School)).

Many respondents to STC's transportation safety survey strongly agreed or agreed that sidewalks need to be improved in Skagway (32% and 31% respectively), with Main Street, Broadway, Alaska Street, and Spring Street identified as particular streets of concern. Many respondents also strongly agreed or agreed that crosswalks need to be improved in Skagway (23% and 39% respectively), with State Street, Broadway, 4th Avenue, 2nd Avenue, and 5th Avenue identified as particular streets of concern.

Twenty-four percent of respondents said that they strongly agreed that they were concerned for the safety of bicyclists while 48% agreed. Respondents identified State Street, Klondike Highway, Main Street, Alaska Street, and Dyea Road as streets of particular concern for bike lanes or paths to improve bicyclists' safety.

Alaska Street and around Skagway School

Alaska Street is one of the main north-south residential streets in the townsite and is frequently used by pedestrians and cyclists.

An area of particular concern on Alaska Street is around the school. Specifically, at the intersection of 15th and Alaska, there is no crosswalk and the sidewalk on 15th Avenue ends before it reaches this intersection. To improve the safety of students and all pedestrians the Municipality should install a crosswalk and sidewalk extension up the northside of 15th Avenue. There Additionally, there is concern that vehicles are exceeding safe speeds in the school zone and not respecting stop signs. The Police Department should prioritize enforcing speeding laws in this area and laws that restrict running stop signs. The Municipality should monitor speeding and consider adding stop signs in both ways on Alaska Street where it intersects 15th Avenue.

When redeveloping Garden City, to calm traffic around school for the safety of students, the Municipality should consider not having 16th Avenue go through the project.

An unofficial multi-use gravel trail exists on the dike next to Alaska Street from the school to the 23rd Bridge. The Municipality should consider designating this as an official multi-use trail and should consult users with the design and regulations related to its use. The Municipality should also consider adding a bike lane along Alaska Street to connect with the multiuse trail.

Main Street and around Little Dippers Daycare

With Alaska Street, Main Street is one of the main residential streets in the townsite. In the future repaving of Main Street, to improve pedestrian safety, including the separation of biking from walking, the Municipality should include a bike lane and widen the sidewalks.

An area of particular concern on Main Street is around the Little Dippers Daycare, as there is no sidewalk on the west side of Main Street. The Municipality should construct a sidewalk in its right of way here. Additionally, there is concern that vehicles are exceeding safe speeds when turning onto Main Street from the Klondike Highway. The Police Department should prioritize enforcing speeding laws in this area.

State Street

The Municipality should consider encouraging the State to add crosswalks at 5th Avenue and State Street and 4th Avenue and State Street, two intersections heavily used by pedestrians and to include a bike lane in the plans to redo State Street.

List and Map

Figure T-4 lists ideas for improving non-motorized transportation infrastructure from the northern part of townsite south, per category of improvement and, the map on

the following page is provided to illustrate areas where crosswalks, sidewalks, bike lanes, new policies, and other enhancements could improve both pedestrian and vehicular access and safety.

Figure T-4 Non-motorized Transportation Infrastructure Improvements, North-to-South per category
<p>Add sidewalks:</p> <ul style="list-style-type: none"> ● Main Street from 22nd Avenue to State Street ● 15th Avenue and Alaska Street (access to school) ● Main Street from 12th Avenue to 13th Avenue from Rec Center to crosswalk at 13th Avenue ● Spring Street from 7th Avenue to 10th Avenue ● East side of Spring Street from 3rd Avenue to 5th Avenue ● South of 1st Avenue along north side of State Street (access to airport) ● State Street near Ore Terminal as State Street curves towards Main Street ● State Street between airport and Temsco
<p>Widen sidewalks:</p> <ul style="list-style-type: none"> ● Along Main Street (to accommodate biking children and pedestrians) ● In historic district along Broadway (to accommodate visitor traffic and to keep more visitors from walking in the street) ● From Broadway Dock to 1st Avenue and Broadway (to accommodate visitor traffic)
<p>Add crosswalks, painted or raised, outside of historic district:</p> <ul style="list-style-type: none"> ● 15th Avenue and Alaska Street (access to school) ● 5th Avenue and State Street ● 4th Avenue and State Street ● 2nd Avenue and Spring Street
<p>Explore historically fitting crossing alternatives for intersections on Broadway (e.g. cobblestone crossings with raised wooden islands with wooden bollards)</p>
<p>Add multi-use lanes and trails:</p> <ul style="list-style-type: none"> ● Work with Alaska DOT&PF to address safety concerns for pedestrian and bicycle traffic on Dyea Road ● Multi-use trail on dike along Alaska Street to 23rd Avenue Bridge ● Bike lane on Alaska Street ● Bike lane on State Street ● Bike lane on Main Street ● Complete Pullen Creek ‘Municipal Loop’ walking path from Congress Way to City Hall

STATE STREET

- Add height restrictions for parking on State St. between 3rd & 8th Ave.
- Add crosswalks at 4th and 5th Ave.
- Restrict tour traffic to State St. and Broadway
- Add bike lane

ALASKA STREET

- Consider adding stop signs in both ways on Alaska St. where it intersects 15th Ave.
- Sidewalk extension on 15th Ave. to Alaska St.
- Add crosswalk at Alaska St. & 15th Ave.
- No through street on 16th Ave. with Garden City Redevelopment
- Enforce speed limits, especially in school zone
- Bike lane on Alaska St. that joins multi-use trail on dike



WATERFRONT — DOWNTOWN

- Sidewalk on State St. (Airport to Temsco) with cover or warning signs for turns
- Add Sidewalk on State St. south of 1st Ave. (airport access)
- Add historically fitting crossings on Broadway
- Widen sidewalks in historic district
- Widen sidewalk to Broadway Dock & add Ferry Signage
- Improve wayfinding for visitors
- Add crosswalk or crossing guard to 2nd Ave. and Broadway

- Sidewalk on Spring St. between 7th & 10th Ave.
- Sidewalk on Spring St. between 3rd & 5th Ave
- No parking on Spring St as it curves to 5th Ave.
- Add crosswalk at 2nd Ave. and Spring St.
- Complete Pullen Creek Stream Walk

MAIN STREET

- Add sidewalk on Main St. between 22nd Ave. & State St.
- Enforce speed limits
- Widen sidewalks
- Add bike lanes

Key Challenges and Opportunities for the Future

- There are specific locations in residential areas where marked crosswalks, improved or added sidewalks, and bike lanes would help increase safety for pedestrians, including students: length of Main Street and around Little Dippers Daycare, Alaska Street and around Skagway School, and State Street
- The safety of visitors continues to be of concern given overcrowding of sidewalks and lack of defined crossings on Broadway
- Wayfinding signs for visitors and improved landscaping between the docks and the historic district
- Traffic flow can be improved, especially restricting most tour traffic from residential areas
- Parking of tall vehicles along State Street makes crossing in a vehicle difficult
- The 55-year lease of the Ore and Broadway docks by WPYR, signed in 1968, ends in 2023
- Better separation of industrial and tourism uses of the Port
- The small boat harbor is an asset for the community and attracts visitors from Whitehorse
- The State of Alaska is a key partner given their ownership of various roads within and to Skagway (e.g. Klondike Highway)
- Opportunities exist to maintain Skagway's excellent air quality through electrification

Transportation Objectives

T 1 - Improve pedestrian access and safety in Residential areas

T 2 - Improve pedestrian access and safety in Waterfront-Downtown areas

T 3 - Provide adequate and safe parking

T 4 - Improve the flow of vehicular traffic

T 5 - Maintain safe, year-round road access to and within Skagway

T 6 - Reduce Skagway's greenhouse gas emissions

T 7 - Increase municipal engagement in port management and municipal revenue from port use

T 8 - Manage the waterfront for effective and efficient mixed-use economic activity

Transportation Objectives and Actions

Time Frame: ST Short-term (0-2 years), MT Mid-term (3-5 years), LT Long-term (5-10 years), OG Ongoing
 Funds Needed: L Low (\$0-99,999), M Mid (\$100,000-\$999,999), H High (\$1,000,000+), U Unknown, GF Grant Funded

	Objective/Action	Responsible Parties	Time Frame	Funds Needed
T 1	Improve Residential Area pedestrian access and safety in the following locations			
	T 1A Alaska Street and around Skagway School			
	<ul style="list-style-type: none"> • Add crosswalk, painted or raised, to 15th Avenue and Alaska Street (access to school) • Add sidewalk extension on 15th Avenue to intersection of 15th Avenue and Alaska Street • Enforce speed limit and laws restricting the running of stop signs in the school zone • Consider adding stop signs in both ways on Alaska Street where it intersects 15th Avenue • Ensure that 16th Avenue is not extended through to Main Street from State Street with redevelopment of Garden City (for traffic calming around school) • Assess desires of users and formally develop multi-use trail on dike along Alaska Street to 23rd Avenue Bridge • Add bike lane on Alaska Street 			
	T 1B Main Street and around Little Dippers Daycare			
	<ul style="list-style-type: none"> • Widen sidewalk along Main Street • Add sidewalk Main Street from 22nd Avenue to State Street • Enforce speed limit in the area around Little Dippers Daycare • Add bike lane on Main Street 			
	T 1C State Street			
	<ul style="list-style-type: none"> • Work with Alaska DOT&PF to add crosswalk, painted or raised, to 5th Avenue and State Street and to 4th Avenue and State Street • Add bike lane on State Street 			
	T 1D Dyea			
	<ul style="list-style-type: none"> • Work with Alaska DOT&PF to address safety concerns for pedestrian and bicycle traffic on Dyea Road 			
T 2	Improve Waterfront-Downtown pedestrian access and safety in the following locations (cross reference with ED 1B)			
	T 2A Broadway			

	<ul style="list-style-type: none"> ● Widen sidewalks in historic district along Broadway ● Explore historically fitting crossing alternatives for intersections on Broadway (e.g. cobblestone crossings with raised wooden islands with wooden bollards) ● Continue to fund program to repair, clean, and maintain wooden sidewalks in the historic district ● Alleviate congestion at 2nd Avenue and Broadway by adding crosswalk, crossing guard, or roundabout ● Consider bringing back the roving Skagway CVB person or Community Officer that assists visitors on the streets ● Consider experimenting with one-way traffic (south to north) on Broadway (2nd Avenue to 7th Avenue) during cruise season 			
	T 2B Waterfront			
	<ul style="list-style-type: none"> ● Widen sidewalk from Broadway Dock to 1st Avenue and Broadway ● Improve wayfinding for visitors: <ul style="list-style-type: none"> ○ Integrate wayfinding marks into sidewalks, coordinating with the “Welcome to Skagway” wayfinding maps ○ Develop better wayfinding signage and guideposts (including maps) around/to/at docks and through town that also communicates Skagway’s history ○ Consider adding sign for what ship is docked at each dock (which would require changing each morning or historically appropriate electronic displays (e.g. split-flap display/Solari boards)) ○ Add sign at end of Ore Dock (heading into town) to direct pedestrians to walkway ○ Create Ferry Terminal signage for arriving in Skagway (e.g. “Welcome to Skagway”) and for departing the historic district (e.g. “Ferry Terminal Ahead” or “Dead End” or “Cruise ships not accessible”) ● Add sidewalks south of 1st Avenue along north side of State Street and along State Street near Ore Terminal as State Street curves towards Main Street (access to airport) ● Add sidewalk on State Street between airport and Temsco (this idea might require warnings covers to protect pedestrians from arctic terns, and vice versa) 			
	T 2C Pullen Creek			
	<ul style="list-style-type: none"> ● Complete Phase II of the Pullen Creek stream walk path from Congress Way to City Hall 			
	T 2D Spring Street			
	<ul style="list-style-type: none"> ● Add sidewalk on Spring Street from 7th Avenue to 10th Avenue ● Add sidewalk on the east side of Spring Street from 3rd Avenue to 5th Avenue ● Add crosswalk at 2nd Avenue and Spring Street 			
T 3	Provide adequate and safe parking			
	T 3A Restrict parking:			

	<ul style="list-style-type: none"> ● Height restrictions on parking on State Street between 3rd Avenue and 8th Avenue ● No parking north of the alley on the Spring Street curve between 4th Avenue and 5th Avenue 			
	T 3B Enforce parking laws and assess impact on residential streets			
	<ul style="list-style-type: none"> ● Consider acquiring a tow truck to enforce parking laws ● Hire a transportation professional to conduct a parking analysis considering the changes to parking downtown to assess impact on residential streets 			
T 4	Improve the flow of vehicular traffic			
	T 4A Adjust SMART Bus routing to better serve commuting residents			
	T 4B Enact law or tourism management best practice around the flow and routes of tour vehicles to increase safety of pedestrians and other vehicles and to increase the quality of life for residents			
	<ul style="list-style-type: none"> ● Require empty tour vehicles traveling to the Railroad Dock to restrict their routes across Broadway to 2nd Avenue or 5th Avenue ● Require tour buses and vans wishing to travel slower than 15 mph to pull over and stop ● Prohibit all tour traffic in Seven Pastures area ● Prohibit tour traffic in residential areas (e.g. 3rd Avenue & 6th Avenue and 22nd Avenue between Main Street and Alaska Street) while grandfathering in streets with current tour operators and allowing tour traffic on Alaska Street, Main Street, State Street, and Broadway with 1st, 4th, 5th & 12th Avenues as cross streets <p><u>OR</u></p> <ul style="list-style-type: none"> ● Prohibit all tour traffic on Alaska Street and Main Street and avenues in between State Street and Alaska Street, while allowing tour traffic on State Street and Broadway 			
T 5	Maintain safe, year-round road access to and within Skagway			
	T 5A Work with the State of Alaska, the Alaska State Legislature and the Canadian government to ensure that the Klondike Highway remains open year-round:			
	<ul style="list-style-type: none"> ● Continue to lobby for improvements to and maintenance funding for the Klondike Highway 			
	T 5B Work with Alaska DOT&PF to maintain State roads:			
	<ul style="list-style-type: none"> ● Continue to maintain and upgrade the state-owned Klondike Highway, Dyea Road, and Liarsville Road to improve safety while retaining the natural and historic character of each. Accomplish through dialogue and collaborative work with the Alaska DOT&PF, road residents, road users, Municipality, Alaska Power and Telephone, and the National Park Service. Add to or widen the road shoulders to promote non-motorized use. Support State and federal funding for road improvements. ● Work with the Alaska DOT&PF to periodically assess the status of State roads (Klondike Highway, Dyea Road, and Liarsville Road) and bridges (Pat Moore Bridge, Taiya River Bridge, 			

	Skagway River Bridge at 23rd Avenue, and William Moore Bridge at 14 mile Klondike Highway), so that the State and the Municipality of Skagway can schedule maintenance projects and funding to prevent both deterioration and emergency maintenance and repairs			
	T 5C Track needed roadway improvements per priority, cost, and potential funding and incorporate into the MOS Capital Improvements Plan and submit for inclusion to the Statewide Transportation Improvement Plan			
T 6	(Cross reference with ED 11) Reduce Skagway’s greenhouse gas emissions			
	T 6A Conduct a Greenhouse Gas (GHG) baseline inventory and establish municipal goals			
	T 6B Increase electrification of current fossil fuel modes where feasible:			
	<ul style="list-style-type: none"> ● Determine if electric capacity from renewable sources exists and the costs to bring shoreside power to cruise docks and require use while in port ● Install a Municipal electric vehicle charging station ● As Municipal vehicles need replacement do so with electric vehicles where practical ● Consider partial sales tax rebate for tour/sightseeing/guiding businesses that adopt electric vehicles 			
T 7	(Cross Reference with ED 2) Increase municipal engagement in port management and municipal revenue from port use			
	T 7A By no later than 2021, have publicly affirmed decision on port management structure that results in complete or shared municipal management of the Port of Skagway (Tidelands Lease expires in 2023)			
	T 7B Increase municipal revenue from the use of Port to help fund service and infrastructure improvements and maintenance:			
	T 7C Develop options—including higher lease payments, higher user fees, a municipal head tax—assess pros and cons, choose preferred direction and implement			
T 8	(Cross Reference with ED 3) Manage the waterfront for effective and efficient mixed economic activity			
	T 8A Improve the ability of the Port of Skagway to effectively serve freight and passenger transportation industries:			
	<ul style="list-style-type: none"> ● Consolidate industrial and freight use of Port of Skagway to the western docks and upland, creating greater separation between tourism and industrial waterfront areas ● Develop policies and infrastructure that encourage the containerization of ore, synergies between freight and ore transshipment, and improved ability to accommodate additional freight providers 			

	<ul style="list-style-type: none"> Continue to fund local efforts to market and demonstrate the economic advantages and feasibility of the port for regional transshipment 			
	T 8B Expand small-boat harbor			
	T 8C Add additional berths for small cruise ships and independent yachters			